

Bostonian General Rules

- 1) Maximum projected wingspan shall not exceed 16 inches (40.64 centimetres).
- 2) Maximum wing chord (measured parallel to the direction of flight) shall not exceed three (3) inches (7.62 centimetres).
- 3) The diameter of the propeller(s) shall not exceed six (6) inches (15.24 centimetres).
- 4) The length of the model excluding the propeller(s), but including the thrust bearing(s), shall not exceed 14 inches (35.56 centimetres). This measurement will be made in the direction of flight and , will include surfaces, which extend beyond the thrust bearing or fuselage end because of a sweep or unusual mounting.
- 5) The fuselage structure must include a box, which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches (3.81 centimetres x 6.35 centimetres x 7.62 centimetres). The width (the horizontal dimension perpendicular to the line of flight) of the fuselage shall not exceed three inches (7.62 centimetres). The box must be enclosed within the fuselage structure and must be covered so as to restrict free air movement through the box. Normal sag of the framework between supports caused by the tension of the covering will not be considered as a violation of this rule.
- 6) The fuselage structure must be built-up so that the longitudinal members (the longerons) support the forces produced by the rubber motor. A solid or hollow motor stick with a lightweight structure added on is not acceptable.
- 7) The fuselage must have a transparent windshield and side windows of at least one (1) square inch (6.45 centimetres area each). An open cockpit design need not have side windows. But the windshield must meet the one (1) square inch rule (6.45 square centimetres) and must stand at least 3/4 inch (1.905 centimetres) above the top of the fuselage.
- 8) The model must have at least two (2) wheels of at least 3/4 inch (1.905 centimetres diameter, each on a separate leg, which rotate freely and support the model for takeoff and landing.
- 9) All flying surfaces must be covered on both sides or must be solid material with a thickness of at least 1/16 inch (1.58 mm) at the maximum point in each chord wise element.
- 10) The total projected area of the secondary horizontal surface(s), excluding that inside the fuselage, shall not exceed 24 square inches (154.8 square centimetres). This may be a conventional stabilizer and/or a canard surface.
- 11) The airframe, excluding the rubber motor(s), shall weigh at least fourteen (14) grams.

Outdoor AMA USA BOSTONIAN (PROVISIONAL)

For event 129.

1) Model Specifications:

1.1.

Projected wingspan shall not exceed 16 inches.

1.2.

Wing chord (measured parallel to the direction of flight and including any trim tabs) shall not exceed 3 inches.

1.3.

The diameter of the propeller shall not exceed 6 inches.

1.4

The overall length of the model, excluding the propeller but including the prop-shaft bearing, shall not exceed 14 inches. This measurement is made in the direction of flight and includes surfaces that extend beyond the prop-shaft bearing or fuselage end.

1.5.

The fuselage surface must enclose an imaginary box that has minimum dimensions of 1.5 inches in width, 2.5 inches in height, and 3.0 inches in length parallel to the line of flight. The width (horizontal dimension perpendicular to the line of flight) of the fuselage shall not exceed 2.0 inches. The fuselage must be covered so as to restrict free air movement through the box. Normal sag of the framework between supports caused by the tension of the covering will not be considered as a violation of this rule. The fuselage must contain the rubber motor(s) and its structure must be built-up so that the longitudinal members (longerons) support the forces produced by the rubber motor. A solid or hollow motor stick with a structure added to satisfy the box requirement is not acceptable.

1.6.

The fuselage must have a transparent windshield and side windows of at least 1 square inch projected area each as viewed from the front or side, respectively. Thus, a wrap-around windshield can count as both a windshield and side windows. An open cockpit design needs not have side windows, but the windshield must meet the one-square inch rule and must stand at least $\frac{3}{4}$ inch above the top of the part of the fuselage ahead of the cockpit.

1.7.

A landing gear, capable of supporting the model when it is at rest and during takeoff and land-ing, must be provided. The model must have at least two wheels of at least $\frac{3}{4}$ -inch diameter which rotate freely. The inside surfaces of the wheels must be separated by at least 2.5 inches in the direction of the axis of the wheels.

1.8.

All flying surfaces must be covered on both sides or must be solid material with a thickness of at least 1/16 inch at the maximum point in each chordwise element. The term "flying surfaces" includes all surfaces such as those typically intended to provide lift, stability or tip-vortex suppression including, but not limited to, wings, canard surfaces, tail surfaces, winglets and tip plates.

1.9.

To qualify as a monoplane, the total projected area of the secondary horizontal surface(s) (conventional stabilizer or canard surface, including trim tabs) excluding that inside the fuselage, shall not exceed 24 square inches. Secondary horizontal surfaces exceeding this are considered to be additional wings.

1.10.

The model, excluding the rubber motor, shall weigh at least 14 grams for a monoplane or 20 grams for others.

1.12.

No trim tabs or other appendages that result in specified dimensions being exceeded are allowed.

2. Flying and Scoring Procedures: All provisions of Free Flight, General and Free Flight Outdoor Rubber apply with the following exceptions:

2.1.

A flight of more than 10 seconds, rather than 40, is an official flight.

2.2.

The maximum duration for all categories for all flights, including flyoffs flights, is two minutes.

2.3.

The model must ROG on all official flights unless the Contest Director allows hand launching because of flying site conditions. The provisions of paragraph 4, Land Plane Models (ROG, HL) of Free Flight, General are applicable with the addition that if the model bounces during the takeoff the timing shall continue unless the model fails to achieve continuous flight.